

CARRIER-POSITIONING DEVICE FOR A VERTICAL BLIND

BACKGROUND OF THE INVENTION

1. Field of the Invention

5 This invention relates to a vertical blind that includes a plurality of vertical slats suspended respectively from a plurality of carriers, and more particularly to a carrier-positioning device for a vertical blind.

2. Description of the Related Art

Referring to Figs. 1 and 2, a conventional vertical
10 blind 1 is shown to include a headrail 11, a rotating shaft 12 journaled within the headrail 11, a plurality of carriers 13 (only one is shown in Fig. 1) sleeved movably around the rotating shaft 12, an end cover 14 attached fixedly to an end of the headrail 11, a positioning member
15 15 connected to the rightmost carrier 13 and the end cover 14 so as to position the rightmost carrier 13 relative to the end cover 14, and a plurality of vertical slats 16 (only one is shown in Fig. 1) suspended respectively from the carriers 13.

20 When it is desired to mount the vertical blind 1 on a window (not shown), there is a need to cut and shorten the headrail 11 and the rotating shaft 12 so as to conform to the size of the window (not shown). It is also necessary to separate the rightmost carrier 13 from the positioning
25 member 15 prior to cutting of the headrail 11 and the rotating shaft 12. Referring to Fig. 2, normally, an index finger 17 of the operator is inserted into the headrail

11 to push the positioning member 15 away from the rotating shaft 12 so as to remove a hook end 18 of the positioning member 15 from a vertical plate 19 of the rightmost carrier 13. However, the index finger 17 of the operator may be
5 hurt by two supporting walls 111 of the headrail 11 in view of the fact that it must pass through a relatively small space between the rotating shaft 12 and one of the supporting walls 111. Furthermore, because the positioning member 15 engages only one side of the rightmost
10 carrier 13, the rightmost carrier 13 tends to tilt within the headrail 11.

SUMMARY OF THE INVENTION

An object of this invention is to provide a carrier-positioning device for a vertical blind that
15 includes a positioning member which can be operated easily to be separated from a carrier without hurting the operator.

Another object of this invention is to provide a carrier-positioning device for a vertical blind that includes a positioning member which engages two opposite
20 sides of a carrier so that tilting of the carrier can be prevented.

According to this invention, a carrier-positioning device for a vertical blind includes an end cover attached fixedly to an end of a headrail, and a positioning member
25 connected fixedly to the end cover. The positioning member has a hook end including two hooks, each of which is formed with a vertical retaining slot that has a closed upper end

and an open lower end and that engages a respective one of two wheel pins on two opposite sides of a carrier so as to prevent movement of the carrier within the headrail. An operable portion of the positioning member is connected
5 fixedly to the hook end, and has an exposed section that is exposed within a space between two supporting walls of the headrail so that it can be pushed upwardly to remove the hooks from the wheel pins, thereby permitting separation of the carrier from the end cover.

10 As such, when the operator pushes the operable portion of the positioning member upwardly with one finger, the finger will not be hurt by the supporting walls of the headrail.

Furthermore, because the positioning member engages the
15 wheel pins at two opposite sides of the carrier, tilting of the carrier can be prevented.

BRIEF DESCRIPTION OF THE DRAWINGS

These and other features and advantages of this invention will become apparent in the following detailed
20 description of a preferred embodiment of this invention, with reference to the accompanying drawings, in which:

Fig. 1 is a fragmentary partly exploded perspective view of a conventional vertical blind;

Fig. 2 is a fragmentary sectional view of the
25 conventional vertical blind, illustrating how a positioning member is removed from a carrier;

Fig. 3 is a fragmentary partly perspective view of the

preferred embodiment of a carrier-positioning device for a vertical blind according to this invention;

Fig. 4 is a fragmentary sectional view of the preferred embodiment;

5 Fig. 5 is a sectional view of the preferred embodiment taken along Line 5-5 in Fig. 4;

Fig. 6 is a sectional view of the preferred embodiment taken along Line 6-6 in Fig. 4;

10 Fig. 7 is a schematic fragmentary side view of the preferred embodiment, illustrating how a positioning member is removed from a carrier; and

Fig. 8 is a schematic fragmentary side view of the preferred embodiment, illustrating how a wheel pin of the carrier is inserted into a vertical retaining slot in the positioning member.

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DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Referring to Figs. 3, 4, 5, and 6, the preferred embodiment of a carrier-positioning device for a vertical blind according to this invention is shown to include an end cover 5 and a flexible positioning member 6. The vertical blind includes a headrail 2, a rotating shaft 3 journaled within the headrail 2, a plurality of carriers 4 sleeved movably around the rotating shaft 3, and a plurality of vertical slats 7 suspended respectively from the carriers 4. The headrail 2 includes a top wall 21, two sidewalls 22 extending respectively and downwardly from two opposite sides of the top wall 21, and two supporting

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walls 23 extending respectively from lower ends of the sidewalls 22 toward each other. Each of the carriers 4 is formed with two horizontal wheel pins 41 that extend respectively and outwardly from two opposite sides thereof, and two wheels 42 sleeved respectively and rotatably around the wheel pins 41 and movable respectively on the supporting walls 23 so as to facilitate movement of the carriers 4 within the headrail 2.

The end cover 5 is made of plastic material, is attached fixedly to an end of the headrail 2, and includes a vertical end wall 51 having an inner side surface 511 proximate to the headrail 2, and an engagement portion 52 formed on the inner side surface 511 of the end wall 51. The engagement portion 52 is generally inverted T-shaped, and includes a top plate 521, a bottom plate 522, and two connecting plates 523 having upper ends that are connected respectively and fixedly to two opposite sides of the top plate 521, and lower ends that are connected respectively and fixedly to two opposite sides of the bottom plate 522. The top plate 521 has a middle horizontal plate portion (521A) (see Fig. 5), two vertical plate portions (521B) (see Fig. 5) extending respectively, integrally, and downwardly from two opposite sides of the middle horizontal plate portion (521A), and two side horizontal plate portions (521C) (see Fig. 5) extending respectively, integrally, and outwardly from lower ends of the vertical plate portions (521B). The bottom plate 522 has a

transverse retaining slot 524 that is formed through an intermediate portion thereof, that extends in a transverse direction (Y) (see Fig. 3) of the headrail 2, and that has two closed ends.

5 The positioning member 6 is also made of plastic material, has a fixed end 61, a hook end 62, and an operable portion 63 disposed between and connected fixedly to the fixed end 61 and the hook end 62.

10 The fixed end 61 of the positioning member 6 includes a base wall 611, two vertical outer walls 612, two retaining walls 613, and two ribs 614. The base wall 611 abuts against a bottom surface of the bottom plate 522 of the engagement portion 52 of the end cover 5. The outer walls 612 extend integrally, respectively, and upwardly from two opposite
15 sides of the base wall 611, flank the engagement portion 52 of the end cover 5, and have inner side surfaces that face each other and that abut respectively against the connecting plates 523 so as to prevent movement of the positioning member 6 relative to the end cover 5 in the
20 transverse direction (Y) of the headrail 2. The retaining walls 613 extend respectively from upper ends of the outer walls 612 toward each other, and abut respectively against the top plate 521 so as to prevent vertical movement of the positioning member 6 relative to the end cover 5. The
25 ribs 614 project integrally and upwardly from the base wall 611 and through the transverse retaining slot 524 in the bottom plate 522 of the engagement portion 52 of the end

cover 5, are disposed between the outer walls 612, and extend in a longitudinal direction (X) (see Fig. 3) of the headrail 2. Each of the ribs 614 has a length proximate to the width of the transverse retaining slot 524 in the bottom plate 522 of the engagement portion 52 of the end cover 5 so as to prevent movement of the positioning member 6 relative to the end cover 5 in the longitudinal direction (X) of the headrail 2. Alternatively, the positioning member 6 can be formed integrally with the end wall 51 of the end cover 5.

The hook end 62 of the positioning member 6 includes two hooks 64, each of which is formed with a vertical retaining slot 641 that has a closed upper end and an open lower end and that engages a respective one of the wheel pins 41 of the rightmost carrier 4 so as to prevent movement of the rightmost carrier 4 within the headrail 2. The operable portion 63 of the positioning member 6 is I-shaped, and includes two longitudinal rods 631 disposed between and connected fixedly to the fixed end 61 and the hook end 62 and extending in the longitudinal direction (X) of the headrail 2, and a transverse rod or exposed section 632 extending in the transverse direction (Y) of the headrail 2 and connected respectively and fixedly to middle portions of the longitudinal rods 631. The transverse rod 632 is exposed within a space between the supporting walls 23 of the headrail 2, and is disposed below the rotating shaft 3 so that it can be pushed upwardly to remove the hooks

64 from the wheel pins 41 of the rightmost carrier 4, thereby permitting separation of the rightmost carrier 4 from the end cover 5, as shown in Fig. 7. As such, the positioning member 6 can be removed easily from the rightmost carrier 4 without hurting the operator. Furthermore, because the hook end 62 of the positioning member 6 engages the wheel pins 41 of the rightmost carrier 4 at two opposite sides of the rightmost carrier 4, tilting of the rightmost carrier 4 can be prevented.

Referring to Figs. 3 and 8, each of the hooks 64 of the positioning member 6 is formed with an end surface that has an inclined lower end 642 which is adjacent to the lower end of the vertical retaining slot 641 in the corresponding hook 64. During assembly, when it is desired to engage the wheel pins 41 of the rightmost carrier 4 with the vertical retaining slots 641 in the positioning member 6, the rightmost carrier 4 is pushed toward the positioning member 6 so that the wheel pins 41 are guided by the inclined lower ends 642 of the end surfaces of the hooks 64 of the positioning member 6 to move into the vertical retaining slots 641 in the hooks 64 of the positioning member 64.

With this invention thus explained, it is apparent that numerous modifications and variations can be made without departing from the scope and spirit of this invention. It is therefore intended that this invention be limited only as indicated by the appended claims.